

Message Text

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43

ACTION EA-10

INFO OCT-01 ISO-00 SR-02 ORM-01 AID-05 FDRE-00 OPR-02 A-01

SY-05 SCS-03 SCA-01 IO-10 SSO-00 NSCE-00 USIE-00

INRE-00 CIAE-00 PM-03 H-02 INR-07 L-02 NSAE-00 NSC-05

PA-01 PRS-01 SP-02 SS-15 USIA-06 EB-07 /092 W

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O R 171149Z APR 75

FM AMEMBASSY SAIGON

TO SECSTATE WASHDC NIACT IMMEDIATE 5498

INFO SECDEF WASHDC NIACT IMMEDIATE

JCS WASHDC

CINCPACAF HICKAM AFB HI//LGT/PAMO//

USSAG NAKHON PHANOM RTAFB THAI

CINCPACAF OPS CTR HICKAM AFT HI//XOOSLO//

CINCPAC HONOLULU HI

13AF CLARK AB PI//LGT

CLARK OPS CTR CLARK AB PI

604 MASS/DOZA CLARK AB PI/PS

THAI ALCC UTAPAO AFLD THAI

DET 86TH APS DON MUANG AB THAI

374TAW UTAPAO AFLD THAI//FOL//

374TAW CLARK AB PI

7TH AF NAKHON PHANOM RTAFB THAI//DOOOS//

6APS UTAPAO AFLD THAI

MAC SCOTT AFB IL//DOMA//

22AF TRAVIS AFB CA//DOX PA DOMMA//

C O N F I D E N T I A L SAIGON 5199

E.O. 11652: GDS

TAGS/ EAIR, VS

SUBJECT: RESPONSIVE MILITARY AND CIVIL AIRLIFT FOR SAIGON

REF: SAIGON 5146, 170510Z APRIL 75 (NOTAL)

1. REFTEL REQUESTED THAT SAIGON HAVE MAXIMUM FLEXIBILITY AS TO
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MEANS OF TRANSPORTATION (PARTICULARLY AIRLIFT) TO ACCOMPLISH THE

PRESENT DRAWDOWN OF US PERSONNEL FROM SAIGON. THIS MESSAGE DETAILS THE DESIRED DEGREE OF FLEXIBILITY TO ACCOMPLISH. THE REQUESTING AGENCY FOR AIRLIFT FROM SAIGON FOR THE U.S. MISSION IS THE EVACUATION CONTROL CENTER (ECC) AT THE DAO. IT WILL REQUEST SEATS AS OUTLINED BELOW.

2. MAC AIRCRAFT FROM CLARK ARE NOW COMPLETELY RESPONSIVE ON 5-HOUR CALL. REQUESTS ARE BEING COORDINATED WITH 22AF, 13AF, AND MAC COMMAND POST, CLARK AFB.

3. C130 AIRLIFT FROM PACAF ASSETS (C-130'S) ARE REQUESTED DIRECTLY TO PACAF'S PACIFIC AREA MANAGEMENT OFFICE (PAMO). RESPONSE HERE IS ALSO FIVE HOURS OR BETTER.

4. COMMERCIAL FLIGHTS (AMERICAN AND FOREIGN CARRIERS), INCLUDING EXTRA FLIGHTS, SUCH AS PRESENTLY CONTEMPLATED BY PAN AM, MUST BE RESPONSIVE TO REQUESTS FOR CAT A OR CAT " PLACES ON DATE REQUIRED. FURTHER, AUTHORITY SHOULD BE PROVIDED TO MADE THERE PLACES AVAILABLE TO VIETNAMESE OR OTHER THIRD COUNTRY PERSONS WHO ARE PROPERLY DOCUMENTED AND FOR WHOM US HAS RESPONSIBILITY.

5. MAC CAT B CHARTER (W2/T2 AND W2/T1) SHOULD BE IN POSTURE TO RESPOND TO SAIGON ON AN ON-CALL BASIS AND GIVE SAIGON PRIORITY ON SEATS. IT IS ANTICIPATED THAT MAJORITY OF TRAFFIC WOULD NOT BE TO BANGKOK; HOWEVER, WOULD LIKE CAPABILITY TO RUN A DOUBLE SHUTTLE IF THIS SEEMS DESIRABLE (CLARK-SAIGON-BANGKOK-SAIGON-CLARK).

6. REALIZE THIS PROBABLY STRETCHES THE FLEXIBILITY OF GOVERNMENT INDEMNIFICATION PROCEDURES FOR CIVIL AIRCRAFT. HOWEVER, HOPEFULLY SOMETHING CAN BE WORKED OUT ON AN AS-REQUIRED-BY-FLIGHT BASIS, PERHAPS JUST FOR THAT PORTION OF FLIGHT IN THE HIGH RISK AREA.

7. REQUEST THAT YOU SECURE FOR US THIS TYPE OF FLEXIBILITY THROUGH THE APPROPRIATE AGENCIES IN SUCH A WAY AS TO ALLOW TRANSPORTATION FOR US AND PROPERLY DOCUMENTED VIETNAMESE AND THIRD COUNTRY NATIONALS TO WHOM WE HAVE LEGAL OR MORAL OBLIGATIONS.
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Message Attributes

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Margaret P. Grafeld
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